



THE DO'S CORNER

Many of you have heard the phrase "teamwork is the key to success." This applies not only to amateur and professional sports but to the CAP team as well. The CAP team is made up of volunteers, headquarters, and Air Force personnel. All three critical components of our team must be "in sync" if we expect to achieve total mission success. This same teamwork concept must be embraced at all levels of the organization right down to the squadron level. Teamwork is a force multiplier and is definitely the key to success. When the volunteers, headquarters, and Air Force staffs all work together toward a common goal, there is no limit to what we can achieve. Speaking of teamwork, Maj Gen Bowling's Safety Process Action Group met Nov 23-24 in Atlanta to discuss major Safety initiatives. Expect to see much more about these important initiatives in the months ahead. Please continue to stress Operational Risk Management and Safety in 2003. Our potential Homeland Security customers expect us to be safe and professional. As we move toward the holiday season, let's keep these thoughts foremost in our minds. With teamwork and the right Safety focus we will continue to provide great service to our nation as the "Eyes of the Home Skies." We wish you and your families a joyous and safe holiday season.

John A. Salvador
Director of Operations

SAFETY

PREVENTING VEHICLE ACCIDENTS

CAUTION
DURING TURNS ROLLOVER RISK
BECOMES SUBSTANTIALLY GREATER
AS VAN LOAD INCREASES

Reminder that loaded 15-passenger vans are more prone to rollover: Last year, I publicized that The Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) had issued a consumer advisory to users of 15-passenger vans because of an increased rollover risk under certain conditions. The CAP vehicle fleet includes 15-passenger vans that are included in this advisory. In addition, we have 12-passenger vans, which are built on the same chassis as the 15-passenger model; they're just missing one of the bench seats.

Analysis by NHTSA revealed that 15-passenger vans have a rollover risk that is quite similar to other light trucks and vans when carrying a few passengers. However, the risk of rollover increases dramatically as the number of occupants increases from fewer than five occupants to over ten passengers. In fact, in single vehicle crashes, 15-passenger vans with 10 or more occupants had a rollover rate nearly 3 times the rate of those that were lightly loaded. NHTSA's analysis revealed that loading the 15-passenger van causes the center of gravity to shift rearward and upward increasing the likelihood of rollover. The shift in the center of gravity also increases the potential for loss of control in panic maneuvers.

In August 2000, HQ CAP/LGT distributed warning placards to all wings for the 15 and 12-passenger vans in the CAP fleet.

In an accompanying cover letter, I asked that the placard be mounted on the dash of all affected vehicles. To compliment these warning placards, we need to continue to emphasize seat belt use, the danger of abrupt turns and the importance of adjusting speed for driving conditions. If you require any more of these placards, contact Duane Schultz, HQ CAP/LGT, 334-953-1601. Thanks for your help in mitigating this risk. Awareness will significantly help protect our members.

EMERGENCY SERVICES

CRITICAL INCIDENT STRESS MANAGEMENT

CISM is growing facet of our evolving ES mission. With the potential for higher profile involvement in incidents', the need for ORM, as well as a program to look after our members who do respond to the calls, has risen. In August, at the National Board Meeting, CAPR 60-5 was approved and Lt Col Sherry Jones, RN, CAP was appointed Special Advisor to the National Commander for Critical Incident Stress Management. Lt Col Jones has taken that position and spearheaded efforts to organize CISM Teams in each region and is making a lot of progress. We look to her to help us fill this important need in our Emergency Services Operations. Lt Col Jones can be reached at cism@cap.gov and more information is available on our CISM web site at: <http://www.capnhq.gov/nhq/es/CISM.htm>.

NATIONAL SAR SCHOOL

Inland SAR Courses continue to be popular and we have had maximum participation. Please let us know if you are interested in attending. HQ CAP/DO coordinates the CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be incident commanders and incident commanders-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are also needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to **look way ahead and apply early**. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attending, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342/4242) or notify us by e-mail at dos@capnhq.gov with name, address, and phone numbers. The following courses for FY03 now have openings:

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
3-7 February 2003	Honolulu, Hawaii	20 December 2002
24-28 February 2003	Harrisburg, Pennsylvania	9 January 2003
17-21 March 2003	Location To Be Determined, New Hampshire	31 January 2003
7-11 April 2003	Boise, Idaho	20 February 2003
28 April – 3 May 2003	Knoxville, Tennessee	13 March 2003
19-23 May 2003	Fayetteville, Arkansas	3 April 2003
2-6 June 2003	USCG Tracen Yorktown, Virginia	17 April 2003
4-8 August 2003	USCG Tracen Yorktown, Virginia	19 June 2003

CAP NATIONAL OPERATIONS CENTER

The new NOC Chief has been announced. Rick McDow joined the Ops team on October 28th. He comes to us after a year as the manager of the National Cadet Special Activities in the Cadet Programs division. Prior to that, Rick served as the executive director of the American Red Cross chapter in Myrtle Beach, SC. He received quite a bit of EOC experience there as he worked with state and local authorities to coordinate disaster procedures. Also, during his 24 year Air Force career, he gained extensive knowledge about command post operations during preparations for major unit inspections and, later, during Desert Shield and Desert Storm. Welcome to Rick! We are excited about the capabilities that are being spun up in preparation for our Homeland Security role and Rick will guide the integration of that mission with our Emergency Services and Counterdrug roles.

The CAP National Operations Center can also be reached toll-free at 1-888-211-1812 or via fax at 334-953-6342/4242 or via e-mail at opscenter@capnhq.gov.

STAN-EVAL

CHANGE TO CAPR 60-1

Some things never change. Some things always change. CAPR 60-1 seems to fit the latter category. Hopefully everyone is aware that there is an emergency change 1 that has been issued to CAPR 60-1. This change addresses disposal of avgas drained from our fuel tanks during preflight and updates attachment 2 for the newest FAA guidance on CAP aircraft operations under FAR exemptions. Emergency Change 2 directs other important changes and will be in the field soon. In case you haven't heard, effective 1 August 02, the FAA issued updated Practical Test Standards (PTS) for Private, Commercial, and Instructor Pilots. It behooves all of us to review the appropriate PTS from time to time to remind ourselves how rusty we might be becoming. Now would be an opportune time to do just that. A comment on overcoming rust was made by Peter Boody in a recent article in "Flying" magazine where he said after doing a lot of flying, "But I do feel a lot better about my own flying: I'm smoother, more confident, ...It feels good. It comes from flying regularly, which is the greatest boon to proficiency there is." The FAA booklet, "How to Instantly Improve Your Flying" offers up that anytime we want, we can reflect on the need for complete information, current knowledge, and proficiency. The proper attitude for these was summed up by the famous test pilot and the first man to walk on the moon. When asked for his favorite safety tip, Astronaut Neil Armstrong replied: "Keep your brain a couple of steps ahead of your airplane." Let's seek to be smooth, confident and proficient before, during and after the check ride! For those of you signed up for IP/CP email notification/information messages, we are nearing completion of the list and will be initiating the service shortly. If interested in signing up, you may go to: http://www.capnhq.gov/nhq/do/dov/Check_Pilot/

FLIGHT TRAINING

CHECK PILOT AND INSTRUCTOR RESOURCES

Check pilots and Instructors don't forget about a new web page designed especially for you. The Check Pilot / Instructor Page, located at http://www.capnhq.gov/nhq/do/dov/Check_Pilot/ has content to help you improve your CAP job performance.

The new Flight Training section in Operations has the mission of developing tools to assist the CAP Check and Instructor Pilot in completing their mission. With that in mind we are working on an on-line CAPF 5 course that will further clarify what is expected of the check pilot and examinee during that important task. The DO Flight Training section has a new web page featuring training applications at <http://www.capnhq.gov/nhq/do/dot/index.htm>.

Another goal of Operations is to establish more direct contact with our check pilots and instructors. In that vein we have established a Check / Instructor Pilot E-mail List. You can sign-up at either of the two web addresses above. With that information we will be able to contact you directly with important information while keeping the CAP leadership informed at the same time. If you have not signed up, please do!!

COMMUNICATIONS

NEW NTC EMPLOYEE

The communications branch is very pleased to announce the hiring of a new technician at the NTC. Randy Grigg joins Pete Wharton and Mark Kunkowski adding over two decades of radio electronics experience. Randy will allow us to increase the amount of rehabbed equipment we can supply to the field and decrease the turn around time for equipment repairs sent in by the wings. Please join us in welcoming Randy to CAP and the NTC.

COUNTERDRUG & HOMELAND SECURITY LOOKING TO THE FUTURE

The Office of Homeland Security and FEMA have distributed over \$500,000,000 to the states for HLS planning and for first responders. CAP hopes in the near future to receive funding for HLS operations. CAP has received limited federal customer requirements for HLS support. CAP wings' best opportunity to engage in HLS is at the state level. NHQ posted a list of governor-appointed HLS point of contact for each state on CAP's HLS web page under "State Government Homeland Security Contacts." What can CAP do now to prepare for future HLS taskings? CAP wings need to re-establish contact with all your state agencies and update your MOUs with them. Start training aircrews, ground teams, communication technicians and incident command staff now. You will need to train several backups for every position to be ready to go when large-scale tasking requests are received. Bring on new members. Recruit for specific skills to reduce training time. Focus on mission specific training such as airborne photography, border reconnaissance, single-frame photography downlink (don't forget to train people to upload the pictures into

the web mission information reporting system (WMIRS)) and the list goes on. Exercise as you plan to support HLS mission requests - develop realistic exercise scenarios. Conduct training with agencies outside of CAP. If you train with them, they will be more likely to use you for the real thing. As Brig Gen Clary, Director, Air Force Directorate of Homeland Security, said during his visit to HQ CAP, "In Homeland security, you come to closure when you're on someone's checklist."

SCREENING BACKLOG ELIMINATED

After several months of negotiations, U.S. Customs Service (USCS) and Drug Enforcement Administrations (DEA) have agreed to accept new procedures for background screening for CAP members to participate in counterdrug activities. Both agencies have agreed to accept the background screening conducted by the El Paso Intelligence Center (EPIC) if there are no negative hits on any law enforcement databases they use. If an applicant receives a negative hit, EPIC will forward the application to USCS and DEA to make the determination on whether to allow the individual to participate in counterdrug activities. This will greatly speed up the processing of those applicants who do not receive any negative hits by EPIC. As a result of these new procedures, the large backlog has been cleared and NHQ will again resume the re-screening of current CD members. Our thanks to USCS and DEA for resolving this problem.

USEFUL WEB SITES

This is the link to the Air Force Safety Center Magazines. <http://www-afsc.saia.af.mil/magazine/htdocs/index.html>

This is a link to Virtual Flight Surgeons. <http://www.aviationmedicine.com/linkaero.htm>

This is a link to Great Lakes Region's Critical Incident Stress Management web page. <http://www.glr.cap.gov/cism>

Do you have a useful web site that you think others should know about? Please send us the link.

ON THE LIGHTER SIDE

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two behind a B-52 one engine shut down. "Ah", the pilot remarked, " the dreaded seven-engine approach".

"Flight 2341, for noise abatement turn right 45 degrees."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Send us your funny ops-related pictures, cartoons, or even stories so that everyone can enjoy them – we could all use some humor in our lives.

Do you have any comments or suggestions for the *Ops Brief*? Feel free to send them to us via mail, e-mail, or fax. Current and back issues of the *Ops Brief* are also available via the FaxBack or WWW.

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